[redacted] 25X1

25X1

SAS/O/OSA: [redacted] (6 October 1971)

Distribution:

1 - D/CRP
2 - D/CRP
3 - D/CRP
4 - DDS&T Reg
5 - D/SA
6 - SAS/O/OSA
7 - D/O/OSA
8 - IDEA/O/OSA
9 - INTEL/O/OSA
10 - D/M/OSA
11 - AMS/OSA
12 - RB/OSA

25X1

25X1

[redacted]

[redacted]

Section 1

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 July 1971 - 30 September 1971)

I. AIRFRAME

A. Loan of Aircraft - One U-2R aircraft, serial number 058 was delivered to the Lockheed facility at Palmdale, California, on 16 August 1971. This aircraft will be used by the USAF U-2R Program and is on loan for an indefinite period. Loan of this aircraft leaves four U-2R aircraft assigned for use in support of the IDEALIST Program.

B. Light Weight HF Radio - Production of the new Light Weight HF Radio, 718U-7, for use with U-2R aircraft, is on schedule. First production delivery of this radio is anticipated during February 1972.

C. U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft, including attrition, since introduction, were 7315 hours on 2221 sorties, as of 30 September 1971.

2. Flight test and operational summary data for July, August, and September 1971 is depicted below:

	1 JUL-30 SEP FLTS.	1 JUL-30 SEP TIME
1 - 051	37	106.1
2 - 053	31	103.1
3 - 054	37	100.6
4 - 055	45	118.7
5 - 058*	16	49.8
TOTAL	166	478.3

* Dropped from reporting effective 16 August 1971, until returned from loan status.

[redacted]

II. PAYLOAD

A. Q-Bay Preconditioning - Four production units of the Q-Bay Preconditioning Cart have been delivered by Lockheed. The first production unit has accrued over 50 hours operating time during performance tests and preconditioning of Baker, Iris, and "H" cameras. Data collection is continuing for development of field procedures and techniques for the most effective use of the cart under various ambient temperature and humidity conditions.

B. "H" Sensor - Delay in production of basic glass for the new "H" lens system will cause delivery to be slipped until late January or early February 1972. A new gyro package which improves stability has been incorporated into "H" Sensor, serial number 002. New light weight mounts, which eliminate the heavy structure previously deemed necessary for stability, have been developed. Subsequent to flight test of the new gyro and light weight mounts, at Detachment G, it is anticipated the "H" Sensors will be swapped between Detachments G and H.

C. "B" Sensor - Production of the new F8 lens is on schedule. First delivery of the new lens for this system is anticipated during March 1972.

D. Ultra Thin Base Film - Service Bulletins are now available for use of Ultra Thin Base Film with "H" Sensors. Test rolls of Ultra Thin Base Film have been provided to field sites for checkout of processing procedures and to gain processing experience.

25X1

25X1

25X1

[redacted]

V. AERO MEDICAL AND LIFE SUPPORT ACTIVITIES

A. Medical Activities

1. There have been no serious medical or surgical illnesses in local or field personnel during this quarter.

25X1
25X1

[redacted] 25X1

Section 1

[redacted]

B. Life Support Equipment

1. Six-Line Release - The test program covering Engineering Change Proposal, ECP U-2R-61, concerning control of personnel parachutes has been completed. No structural degradation of the RQ 225 parachute was observed, however, subjective critiques by individual experimental parachutists indicated that it was quite fatiguing to gain directional control. A final report is expected in early fall.

2. S1010 Pilot Protective Assembly (PPA) Design Study - A design study has been initiated to determine the feasibility of improving the current active full-pressure suit PPA (S1010, S901J, and A/P 22S-6). One purpose is to determine the degree of multi-mission capability which might be achieved with a single basic protective assembly using interchangeable components. The primary effort initially will be in the helmet improvement area with a Fixed Price Level-of-Effort contract.

25X1

25X1

[redacted]

[redacted]

3. Low-Flight Regulator Relocation - Relocation of the low-flight breathing regulator from the vest pocket of the low-flight harness to the right shoulder strap has been accomplished. Repositioning was done to enable the pilot to breathe underwater upside down. Tests during "Dilbert Dunker" training in June 1971 dramatically demonstrated that the previous regulator location would not allow enough pressure for oxygen delivery to the mask when the crew member was upside down underwater.

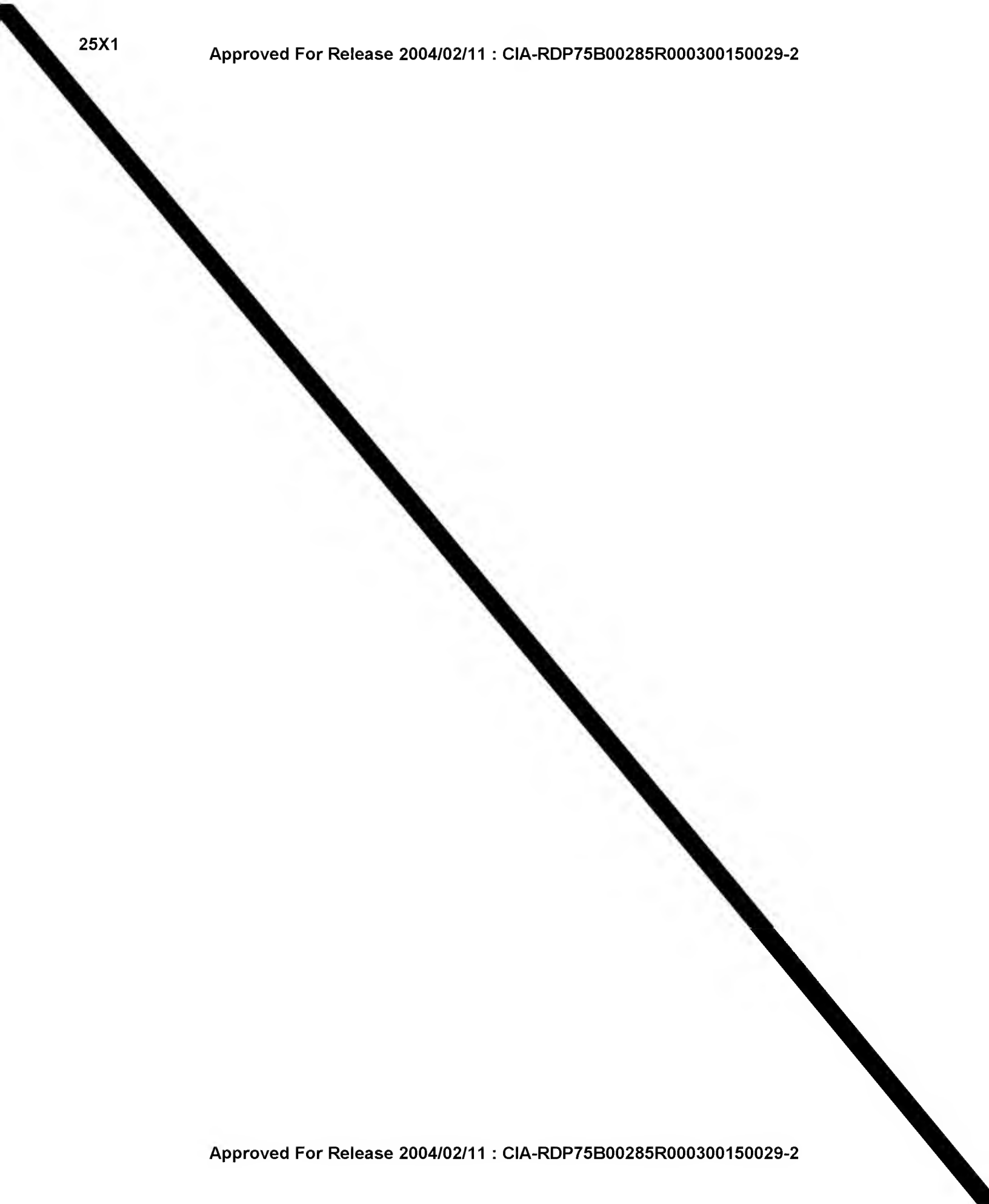
4. Allowable Leak Tolerance in the S1010 PFA - Consideration is being given to increasing the allowable leak tolerance in the S1010 full-pressure suit. Present specifications allow a maximum bleed of 3400 cc/minute. By increasing the total allowable leak, costly maintenance changes of main entry zippers, etc. may be reduced, still providing a safe, reliable pressure suit.

25X1

C. Training

[redacted]

25X1
25X1



Approved For Release 2004/02/11 : CIA-RDP75B00285R000300150029-2

25X1

[redacted]

25X1

Section 2

IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 July 1971 - 30 September 1971)

I. OPERATIONAL MISSION SUMMARY

Seven IDEALIST/TACKLE operational missions were alerted during this period. [redacted] All missions prior to 5 August 1971 were planned to be flown no closer than 20 nautical miles to the mainland China coast. Subsequent to 5 August 1971 missions were planned to approach no closer to the coast than 25 nautical miles. Following is a summary of missions completed:

25X1

25X1

[redacted]

2. Mission C261C was flown on [redacted] This mission was designed to collect photo and SIGINT information along the east China coast from north of Shanghai to a point south of Matsu Island. [redacted] COMIREX targets were covered. In addition, 14 bonus targets were covered. Photo and SIGINT products were subsequently delivered to the community.

25X1

25X1

II. GENERAL

A. RED DOT - Three sorties were flown in support of continuing film tests using various camera configurations in the U-2R.

25X1

25X1

[redacted]

B. Hurricane Base Line - Three sorties were flown to obtain photography of Gulf Coast areas for the Office of Emergency Preparedness.

C. Hatch Blower - One sortie was flown in support of new Q-Bay Hatch Blower test.

E. Resolution Test - Eight sorties were flown to establish resolution base lines for various cameras at specific altitudes.

H. Preconditioning Test - Five sorties were flown in support of Q-Bay preconditioning Cart test.

III. PILOT AND AIRCRAFT STATUS (AS OF 30 SEPTEMBER 1971)

A. Detachment "G" (Edwards AFB - North Base)

Aircraft 2 U-2R

Pilots

[redacted] 25X1

B. Detachment "H" [redacted] 25X1

Aircraft

Pilots

25X1 [redacted]

25X1

25X1 [redacted]

25X1